8.10 Traffic and Transportation

GWF Energy LLC proposes to build and operate the Tracy Peaker Project (TPP), a nominal 169-megawatt (MW) simple-cycle power plant, on a nine-acre, fenced site within a 40-acre parcel in an unincorporated portion of San Joaquin County. The site is located immediately southwest of Tracy, California, and approximately 20 miles southwest of Stockton, California. The TPP would consist of the power plant, an onsite 230-kilovolt (kV) switchyard, an approximately five-mile, 230-kV electric transmission line, an approximately 1,470-foot water supply pipeline (as measured from the fence line), an onsite natural gas supply interconnection, and improvements to an existing dirt access road approximately one mile in length. An approximately 5.2-acre area west of the plant fence line and within the 40-acre parcel would be used for construction laydown and parking. Figure 2-1 shows the regional location of the GWF site. Figure 2-2 shows the immediate site location of the GWF project, including the location of the proposed generating facility and the proposed transmission, water supply, and access routes.

This section analyzes existing conditions at the TPP site and the potential impacts of the construction and operation of the TPP on the surrounding transportation systems. Section 8.10.2 describes the affected environment in the vicinity of the TPP and existing local and regional transportation conditions. Section 8.10.3 assesses the potential environmental impacts of the construction and operation of the TPP on traffic and the existing transportation system. The analysis focuses on local and regional roadways in the vicinity of the TPP site.

The proposed project would affect transportation systems by temporarily causing small increases in the number of construction-related vehicles on the roadways surrounding the TPP site. Few construction materials and little equipment would be transported to the TPP site by rail, and no other (nonroad) transportation resources would be used during the construction or operation of the TPP. Consequently, no other transportation systems would be affected by the proposed TPP. Section 8.10.4 presents the mitigation measures proposed to minimize the potential impacts of the TPP on traffic and transportation.

8.10.1 Laws, Ordinances, Regulations, and Standards

8.10.1.1 Federal

49 Code of Federal Regulations (CFR), Chapter II, Subchapter C and Chapter III, Subchapter B: Standards for the transportation of hazardous materials are covered in Chapter II, Subchapter C. National safety standards for the transport of goods, materials, and substances over public highways are addressed in Chapter III, Subchapter B, Parts 171–173, 177–178. The California Department of Transportation (Caltrans) is the administering agency for these requirements.

The proposed TPP would not cause traffic or transportation impacts that would be inconsistent with federal laws, ordinances, regulations, or standards (LORS).

8.10.1.2 State

California Vehicle Code Section 35780; California Streets and Highways Code Sections 117 and 660–711; 21 California Code of Regulations (CCR) Sections 1411.1–1411.6: These codes cover the permit requirements for "overload" approvals (transportation permits) for travel over state highways.

California Streets and Highways Code Sections 117 and 660–711: This code requires permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way.

California Vehicle Code Sections 31300 et seq.: This code includes provisions for the transportation of hazardous materials on state highways.

Title 22, California Code of Regulations (CCR), Division 4, Chapter 30, and Title 13, Division 6: These codes are the major state regulations governing hazardous waste transport.

The TPP would not cause traffic or transportation impacts that would be inconsistent with state LORS.

8.10.1.3 Local

San Joaquin County Regional Transportation Plan. The San Joaquin County Regional Transportation Plan (RTP), administered by San Joaquin Council of Governments (SJCOG), establishes regional transportation goals, policies, objectives, and actions for various modes of transportation, including intermodal and multimodal transportation activities. Funding to implement the transportation activities proposed in the RTP is programmed in part through the State Transportation Improvement Program.

San Joaquin County General Plan Circulation Element. The Circulation Element of the San Joaquin County General Plan establishes goals and policies and identifies implementation measures for the traffic and transportation systems in the unincorporated areas of the county.

San Joaquin Regional Transit Systems Plan Update. The Regional Transit Systems Plan Update, administered by SJCOG, itemizes the future service requirements needed to expand public transit system components within the county to meet near and long-term transit demand needs.

San Joaquin County Hazardous Waste Management Plan. The goal of the San Joaquin County Hazardous Waste Management Plan (CHWMP), administered by San Joaquin County, is to ensure safe and effective management and transport of hazardous waste within the county. Various policies concerning the transport of hazardous materials in and through San Joaquin County are detailed in the CHWMP.

San Joaquin County Regional Bicycle Master Plan. The San Joaquin County Regional Bicycle Master Plan, administered by SJCOG, was developed to coordinate local and regional bicycle planning efforts and strive to achieve a connected, countywide system for bicycle commuters. The plan describes existing bicycle facilities and details proposed locations for new bicycle routes and amenities in the county. The plan also advocates bicycling as an alternative to vehicular transportation in order to achieve potential improvements in traffic congestion and air quality.

8.10.2 Affected Environment

The TPP site is located in the unincorporated area of Tracy in San Joaquin County. This section describes existing regional (state routes) and local roadways. Figure 8.10-1 illustrates the regional highways and potential access routes in the TPP study region, at a 1:100,000 scale. This alternative scale provides a broad regional overview of roads and highways on a single map. In addition, Figure 8.10-2 shows the roadways and other transportation resources in the immediate vicinity of the TPP site on a 1:24,000 scale map, as required in the California Energy Commission (CEC) Guidance (CEC, 1997).

8.10.2.1 Regional Setting

Interstate 5 (I-5) is a major north-south transportation route through San Joaquin County that would carry regional traffic from the north and south to the TPP vicinity. Interstate 580 (I-580) runs diagonally across the southwestern portion of San Joaquin County. I-580 provides regional access to the TPP site from Alameda County in the east and connects with I-5 southwest of the TPP site to carry traffic from I-5 to the project area. Interstate 205 (I-205) runs east-west in the TPP vicinity, connecting to I-5 northwest of the TPP site and to Interstate 580 (I-580) northwest of the TPP site.

San Joaquin County rail transportation is served by the Burlington Northern Santa Fe Railway, Western Pacific Railway, and Union (Southern) Pacific Railroad. Amtrak San Joaquin provides passenger rail service through the County. A Union Pacific line runs along the northern boundary of the TPP site.

The major bus system in San Joaquin County is provided by Stockton Metropolitan Transit District (SMTD) in the Stockton area. Outside of Stockton each city provides some service, based on demand. The County offers specialized transit services to the elderly and handicapped (County Area Transit).

The TPP site and surrounding vicinity are located in an unincorporated area of San Joaquin County and are therefore under the jurisdiction of the San Joaquin County General Plan and various other transportation-related plans adopted by the county. The following plans

and programs describe the framework for managing the transportation resources in the area of the TPP site:

San Joaquin County Regional Transportation Plan. The SJCOG is responsible for preparing and administering the San Joaquin County RTP, which establishes regional transportation goals, policies, objectives, and actions for various modes of transportation in the county. The preparation of and guidelines for the RTP are mandated by California Government Code Chapter 2.5, Section 65080, which specifies that the RTP must be updated every two years. The RTP is a long-range (20-year) plan that discusses current and planned intermodal and multimodal transportation activities, outlines funding sources for proposed transportation-related projects, and establishes plans for air quality conformity as required by federal regulations. The current San Joaquin County RTP was adopted in 1998.

Transportation Improvement Program. SJCOG is required by federal law to develop and publish a TIP at least every two years. The TIP is a short-range (seven-year) program that incrementally implements proposed transportation projects identified in the RTP. The TIP consists of project lists from the State Transportation Improvement Program for urbanized and nonurbanized areas as well as other programs that use state and/or federal funding.

San Joaquin County General Plan Circulation Element. In California, cities and counties are required to adopt Circulation Elements as part of their General Plans. The function of the Circulation Element is to guide the development of the circulation system in a manner compatible with the Land Use Element of the General Plan. The San Joaquin County General Plan Circulation Element sets up goals and provides guidance policies regarding development and related transportation improvements. The Circulation Elements also introduces planning tools essential for achieving local transportation goals and policies. Relevant objectives and policies for the San Joaquin County General Plan Circulation Element are listed in Table 8.10-1.

San Joaquin Regional Transit Systems Plan Update. The Regional Transit Systems Plan Update, administered by SJCOG, itemizes the future service requirements needed

to expand public transit system components within the county to meet near and long-term transit demand needs. The Regional Transit Systems Plan Update ensures that the transit system is developed relative to population and traffic growth.

San Joaquin County Hazardous Waste Management Plan (HWMP). The San Joaquin County HWMP includes a hazardous waste transportation plan that defines preferred major and minor routes for hazardous waste transport connecting to regional, state and interstate highways and railroad systems. The HWMP requires that transporters of hazardous waste in San Joaquin County drive a minimum amount of time on the minor roads specified in the plan, connecting as soon as possible to one of the major hazardous waste transport routes identified in the plan.

San Joaquin County Regional Bicycle Master Plan. The current San Joaquin County Regional Bicycle Master Plan was adopted by the SJCOG in 1994 with the purpose of coordinating local and regional bicycle planning efforts and to achieve a connected, countywide system for bicycle commuters. There are currently no existing bicycle routes in the immediate vicinity of the TPP. However, the Regional Bicycle Master Plan recommends a future Class II bicycle lane along W. Schulte Road, extending from Lammers Road to Patterson Pass Road.

State Highways and Regional Roadways. Traffic in the immediate vicinity of the proposed TPP site is served primarily by I-205 and I-580. Southeast of the TPP project area, I-5 and State Route 132 (SR-132) both connect to I-580, and northeast of the TPP project area, I-5 also connects to I-205. Refer back to Figures 8.10-1 and 8.10-2 for illustrations of these regional highways in the region and immediate vicinity of the TPP site.

I-205 runs in an east-west direction north of the TPP site, and is bounded by I-580 in Alameda County to the west and by I-5 in San Joaquin County to the east. Within San Joaquin County, I-205 is a four-lane freeway, and in Alameda County, between I-580 and the San Joaquin County border, I-205 is five lanes wide. I-580 runs in a northwest-southeast diagonal direction south of the TPP site in San Joaquin County. I-580 is a four-lane freeway extending from I-5 in San Joaquin County (just north of the Stanislaus County border) through to Alameda County, where it intersects with I-205 just west of the San Joaquin County border. At

this intersection with I-205, I-580 widens to an eight-lane freeway and shifts to an east-west direction continuing through Alameda County. I-5 is a major north-south regional transportation route through San Joaquin County. I-5 is a four-lane freeway immediately south of its intersection with I-580, and six-lanes wide immediately north of its intersection with I-205. SR-132 is a four-lane freeway that runs east-west in San Joaquin County between I-580 and I-5.

Table 8.10-2 identifies the annual average daily traffic (AADT), peak-hour traffic, annual average daily truck traffic, percent of truck traffic, peak hour highway capacity, and level of service (LOS) for state highways in the TPP vicinity. All of these state highways are under the jurisdiction of Caltrans. LOS criteria and performance standards for state highways are established by Caltrans. The LOS for a state highway segment is determined by a formula of numerous variables, including AADT, capacity, highway design, grade, environment (urban or rural), and other relevant considerations. According to Caltrans policy, LOS D is acceptable for planning purposes, whereas LOS E and F are considered unacceptable. Currently, all of the state routes potentially affected by the proposed TPP are operating at or above LOS D during the p.m. peak hour.

Average annual accident rates on the state highways in the TPP area range from 0.15 accidents per million vehicle-miles traveled (on I-5 between the Stanislaus/San Joaquin County border and I-580) to 1.21 accidents per million vehicle-miles traveled (on I-205 between I-580 and the Alameda/San Joaquin County border) (Caltrans, 1997). The range of accident rates for the highways in the TPP vicinity is less than the range of statewide averages for similar roadways (the statewide averages are 0.71 for freeways and 2.27 for multilane facilities) (Caltrans, 1997).

Planned long- and short-range improvements to the regional transportation system (state highways and regional roadways) in the TPP vicinity/serving the TPP site include the following (SJCOG, 1998):

State Highway Mainline and Interchange Improvements

- **I-5 *between I-205 and SR-120 (northbound)*:** Widen bridge to five lanes. Estimated date of construction completion: by year 2015.

- **SR-132** ***from I-580 to Stanislaus County line*****:** Add new capacity to upgrade entire facility to a 4-lane expressway. Estimated date of construction completion: by year 2015.

- **SR 132** ***at I-5 and Bird Road*****:** Upgrade interchange, lengthen ramps, widen approaches, install signal controls. Estimated date of construction completion: by year 2010.

- **I-205** ***from Patterson Pass Road westbound*****:** Add two-lane auto/truck separator. Estimated date of construction completion: by year 2005.

- **I-205** ***at Patterson Pass Road*****:** New overcrossing and ramp widening. Estimated date of construction completion: by year 2015.

- **I-205** ***from Eleventh Street to I-5 (post miles 3.4 - 12.69)*****:** Widen from four to six lanes. The estimated date of construction completion is by year 2010.

- **I-205** ***at Grant Line Road (Tracy)*****:** Improve interchange (Phase II). Estimated date of construction completion: by year 2005.

- **I-580** ***from Patterson Pass Road to Alameda County line (post miles 13.4 to 15.3)*****:** Widen from four to six lanes. Estimated date of construction completion: by year 2021.

Regional Roadway Improvements

- **Patterson Pass Road** ***from W. Schulte Rd. to I-580*****:** Widen to four lanes. Estimated date of construction completion: by year 2010.

- **Patterson Pass Road** ***from I-205 to W. Schulte Rd. 1.4 miles*****:** Widen to six lanes. Estimated date of construction completion: by year 2010.

- ***W. Schulte Road from Patterson Pass Rd. to Safeway (Hansen Rd., near I-580) 0.8 miles*****:** Widen. Estimated date of construction completion: by year 2010.

- ***W. Schulte Road from Hansen Rd. to Lammers Rd. 2 miles*****:** Widen to four lanes. Estimated date of construction completion: by year 2010.

The above-listed state highway and regional roadway improvement projects are long-range in scope and the proposed construction schedule for each of the projects is not expected to occur concurrently with the construction of the proposed TPP. Currently, no major

construction projects are occurring, and no new county roads are planned within the immediate vicinity of the proposed TPP.

8.10.2.2 Local Setting

Local Roadways. The LOS criteria for local county-maintained roadway segments, as defined in the SJCOG 1998 RTP Final EIR, are identified in Table 8.10-3. These LOS criteria are similar to those established by Caltrans for state highways.

The San Joaquin County General Plan Circulation Element specifies that, on Minor Arterials and roadways of higher classification, the County shall maintain a LOS no lower than D at all intersections and, on the throughway, LOS C or D (depending on roadway classification and location within a city sphere of influence or adopted Master Plan area). As such, the local roadways serving the immediate TPP vicinity are subject to a LOS D intersection standard and a LOS C throughway standard.

The local roadways that would provide access to the proposed TPP site are listed in Table 8.10-4, which identifies the number of lanes for each roadway segment, annual average daily traffic (AADT), estimated peak-hour traffic, and percentage of truck traffic for each roadway. San Joaquin County does not keep up to date or comprehensive traffic performance data for these roads, so the following data are not available for local roadways in the TPP vicinity: actual peak-hour traffic (based on traffic counts), peak hour roadway capacity, and LOS.

San Joaquin County has weight and load limits or capacity levels for county-maintained roadways. According to Caltrans guidelines, the weight and load limitations for state highways apply to county roadways if the county does not specify its own limitations. As such, all the local and regional roadways to be used during the construction and operation of the TPP are subject to a load limit of 80,000 pounds per truck. These weight and load limitations are specified in the California Vehicle Code Section 35780, the California Street and Highways Code Sections 117 and 660–711, and 21 California Code of Regulations 1411.1 to 1411.6.

Vehicles used during project construction that are oversized, overweight, overwide, or overlong will require a transportation permit from San Joaquin County and

Caltrans. The transporters (i.e., trucking companies) are responsible for obtaining the necessary transportation permits. The Caltrans permits are issued within two to three hours of receipt of the application.

Local Railroad Facilities. San Joaquin County rail transportation is served by the Burlington Northern Santa Fe Railway, Western Pacific Railway, and Union (Southern) Pacific Railroad. Amtrak San Joaquin provides passenger rail service through the County. A Union Pacific line runs along the northern boundary of the TPP.

8.10.3 Environmental Consequences

8.10.3.1 Significance Criteria

According to the *California Energy Commission (CEC) Staff Application for Certification (AFC) Instructions* and those set forth in Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project results in a significant effect when it would:

- Cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system;
- Cause a substantial deterioration of the roadway surface as a result of construction activities;
- Substantially increase the traffic delay experienced by drivers;
- Substantially alter present patterns of circulation or movement; or
- Cause traffic hazards for pedestrians or operators of motor vehicles or bicycles.

Other potentially significant impacts would include inability to comply with federal and state regulations governing the transportation of hazardous materials and generation of traffic volumes that violate local LOS standards. State and local concerns with regard to traffic analysis focus on avoiding a degradation of state highways and local roadways to below an adopted LOS standard. Caltrans considers LOS D or better on state highway segments to be acceptable for planning purposes; any roadway operating at LOS E or F is considered

unacceptable, and such conditions must be mitigated to LOS D or better. For local county-maintained roadways in the TPP vicinity, San Joaquin County specifies that a LOS C or better throughway standard must be met.

8.10.3.2 Construction-Phase Impacts

The following methods and assumptions were used to estimate the construction-phase traffic impacts associated with the TPP site and the proposed transmission route. For the purposes of analyzing vehicle traffic generated by the actual physical construction of the TPP, a seven-month "*active*" construction period has been identified out of the overall 11-month site-preparation/construction/startup period anticipated for the TPP. This seven-month active construction period is expected to occur during the second through eighth (months 2–8) of the overall 11-month schedule. The active construction period is considered to be the time during which virtually all of the activities (and resulting workforce vehicle trips and equipment/ materials deliveries) associated with the physical construction of the TPP would occur.

An active construction peak period is expected to occur during the fourth month of the seven-month active construction period. Assuming a Monday through Saturday (six-day) work week, it is estimated that an active construction peak workforce of 178 workers per day will be required. The remaining months 1–3 and 5–7 of the seven-month active construction period constitute the active construction daily average period, requiring a daily average workforce of 113 workers. The workforce vehicle trips associated with active construction of the TPP were calculated based on these assumptions.

Construction Workforce Vehicle Trips. Table 8.10-5 illustrates the assumed geographical distribution and size of the active construction daily average workforce (113 workers) and peak-period workforce (178 workers). For the purpose of analysis, an estimated 50 percent of the active construction workforce is assumed to commute from areas west of the TPP site via I-580 (i.e., from San Francisco Bay Area counties including Alameda, Contra Costa and Santa Clara). Twenty-five percent of the construction workforce is assumed to commute from areas north and east of the TPP site via I-205 from I-5 (i.e., from the Stockton and Sacramento metropolitan areas). The remaining 25 percent of the construction workforce is

assumed to commute from areas south and east of the TPP site via I-580 from I-5 and SR-132 (i.e., from Modesto/Stanislaus County and Merced/Merced County).

Table 8.10-6 presents the projected number of active construction daily average and peak period workforce vehicle trips generated by the TPP project. The daily vehicle trip generation calculations in Table 8.10-6 are based upon the assumptions that 20 percent of the workers will carpool with each other (at a rate of two workers per vehicle), while 80 percent will drive alone in separate vehicles. Each individual driver and carpool duo is assumed to generate a total of two vehicle trips per day (one round-trip between home and the site). Worker travel times are expected to occur during the a.m. and p.m. peak commute hours, corresponding with the proposed 6 a.m. to 6 p.m. daily construction schedule. It is assumed that parking for the construction workforce and visitors will be provided west of (adjacent) the TPP plant site.

According to this scenario, the active construction daily average workforce of 113 workers will generate 102 peak-hour/204 total daily vehicle trips. These trips are a sum of 90.5 peak- hour/181 total daily vehicle trips made by 90 workers (80 percent) driving alone, plus 11.5 peak-hour/23 total daily vehicle trips made by 23 workers (20 percent) carpooling. Similarly, the active construction peak period workforce of 178 workers will generate 160 peak hour/320 total daily vehicle trips. These trips are a sum of 142 peak-hour/284 total vehicle trips made by 142 workers (80 percent) driving alone, plus 18 peak-hour/36 total daily vehicle trips made by 36 workers (20 percent) carpooling.

Preferred Travel Routes of Construction Workers. The access road to the TPP site would be an improved 0.6-mile, asphalt-paved road, extending from W. Schulte Road across the Union Pacific Railroad, using a new at-grade crossing (refer to Figure 2-2 in Section 2.0). The preferred travel routes assumed for the construction workers traveling to the TPP access road and site are as follows:

- From areas west of the TPP site (i.e., from San Francisco Bay Area counties including Alameda, Contra Costa and Santa Clara): Workers would travel eastbound on I-580 through Alameda County. At the intersection of I-580 and I-205, half of the workers would merge onto I-205 east into San Joaquin County, exit southbound onto Patterson Pass Road, then turn eastbound onto W. Schulte Road and continue on W. Schulte Road to the TPP site access road.

The other half of the workers would stay on I-580 east into San Joaquin County, exit northbound onto Patterson Pass Road, then turn eastbound onto W. Schulte Road and continue on W. Schulte Road to the TPP site access road.

- From areas north and east of the TPP site (i.e., from the Stockton and Sacramento metropolitan areas): Workers would travel southbound on I-5 to I-205 west, or merge directly onto I-205 west from adjacent local communities. From I-205, workers would exit southbound onto Patterson Pass Road, then turn eastbound onto W. Schulte Road and continue on W. Schulte Road to the TPP site access road.

- From areas south and east of the TPP site (i.e., from Modesto/Stanislaus County and Merced/Merced County): Workers would travel northbound on I-5 or eastbound on SR-132 and merge onto I-580 north. From I-580 north, workers would exit northbound onto Corral Hollow Road, turn west onto Valpico Road, then north onto Lammers Road, then turn west onto W. Schulte Road and continue on W. Schulte Road to the TPP site access road.

Impacts of Active Construction Workforce Traffic. Active construction workforce traffic would generally occur six days per week (Monday through Saturday) during the hours of 5:00–6:00 a.m. and 6:00–7:00 p.m., corresponding with the proposed 6 a.m. to 6 p.m. daily construction schedule. Using the travel pattern assumptions described above, Table 8.10-7 presents the estimated traffic impacts on state highways and county-maintained local roadways in the vicinity of the TPP as a result of the active construction period workforce commuting to and from the TPP site.

Impacts of Active Construction Period Workforce Traffic on State Highways. As shown in Table 8.10-7, during the active construction peak period (month 4 of the seven-month active construction period), construction peak workforce vehicle trips on state highways serving the TPP area would increase peak-hour traffic by up to 1.4 percent on parts of I-580, and by less than 1 percent on all other state highways. Active construction workforce traffic generated by the TPP would not lower the existing LOS ratings of any segments along the state highways in the TPP area. These minor construction workforce-related traffic increases would be short term, occurring most noticeably during the active construction peak period. Therefore, no significant traffic impacts on state highways are expected to occur as a result of the TPP construction workforce.

Impacts of Active Construction Workforce Traffic on Local Roads. As shown in Table 8.10-7, during the active construction peak period (month 4 of the seven-month active construction period), construction workforce vehicle trips on county-maintained local roadways serving the TPP site would increase traffic volumes more noticeably on local roads than on the state highways in the TPP area. Active construction peak workforce vehicle trips would increase peak-hour traffic by approximately 20 percent on Valpico Road, 16 percent on W. Schulte Road and Lammers Road, and between 5.3 and 10.7 percent on other local roadways. These minor construction workforce-related traffic increases would be temporary and short term, occurring most noticeably during the active construction peak period. It is expected that the active construction workforce traffic on local roadways would generally occur before 6:00 a.m. and after 6:00 p.m. (i.e., outside of the peak commuting hours of 7–8 a.m. and 5–6 p.m.). Consequently, no significant traffic impacts on local roadways are expected to occur as a result of the TPP construction workforce.

Construction Equipment and Material Deliveries. Construction of the TPP would require the use and installation of heavy equipment and associated systems. According to the current construction schedule, major equipment components for the TPP (heavy equipment) would most likely be delivered during months 4, 5, and 6 of the seven-month active construction period and would require a total of five truck trips involving multi-axle (possibly oversize) trucks. However, construction materials (such as concrete, wire, pipe, cables, fuel, and reinforcing steel) would be delivered continuously to the site via trucks. An estimated 1,500 total truck deliveries would be made to the TPP site during the course of construction (see Section 2.0, Project Description, for details). Deliveries would typically occur between 6:00 a.m. and 6:00 p.m. on weekdays. Most of these materials are assumed to be transported from areas in San Joaquin and Contra Costa Counties.

Vehicles used to transport heavy equipment and construction materials require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the California Vehicle Code, Sections 117 and 660–711 of the California Streets and Highways Code, and Sections 1411.1 to 1411.6 of the California Code of Regulations. Affected vehicles would be required to obtain transportation permits from San Joaquin County and the California Department of Transportation (Caltrans).

Approximately 125, or 8 percent, of the 1,500 total material deliveries would include some amount of hazardous materials (fuels, solvents, lube oils, paint, paint thinners, adhesives, etc.) in their original manufacturer containers. Of the estimated 125 truck deliveries to include hazardous materials, total quantities of hazardous materials and subsequent public risk should be relatively low. The only deliveries with large amounts of hazardous materials would be lube oils for the combustion turbines, transformer oil, structural paints, weekly or biweekly deliveries of fuels for construction equipment, initial stocking of construction gases, and weekly or biweekly deliveries of construction gases.

Hazardous wastes would be sent from the TPP site to treatment or disposal facilities at a rate of approximately four truck trips per month. Proper containers and transportation procedures that conform to applicable Caltrans requirements would be used for all material and waste shipments (i.e., 49 CFR Chapters II, III; California Vehicle Code Section 31300, et seq.).

Distribution of Material Delivery Truck Traffic and Routes of Travel. As stated above, the TPP is estimated to generate approximately 1,500 total truck deliveries to the construction site over the seven-month active construction period. Months 2 and 3 of the active construction period will likely have the greatest number of material deliveries (approximately 330 truck deliveries per month). Approximately 210 truck deliveries per month would be made during months 1, 4, 5, and 6 of the active construction period. Assuming an average of 24 workdays per month and two one-way trips (one round-trip) for each truck delivery, the TPP would generate approximately 27 truck trips/day during the two peak delivery months, and approximately 18 truck trips/day during months 1, 4, 5, and 6 of the active construction period.

This analysis assumes that the construction material truck deliveries would originate from areas in San Joaquin and Contra Costa Counties. Truck drivers from San Joaquin County would use I-5 south to I-205 west. From I-205, drivers would exit southbound onto Patterson Pass Road, then turn eastbound onto W. Schulte Road and continue on W. Schulte Road to the TPP site access road. Truck drivers from Contra Costa County would most likely load onto I-580 eastbound in Alameda County. At the intersection of I-580 and I-205, drivers would either merge onto I-205 east into San Joaquin County or stay on I-580 east into San

Joaquin County. From I-205 or I-580, drivers would exit southbound or northbound, respectively, onto Patterson Pass Road, then turn eastbound onto W. Schulte Road and continue on W. Schulte Road to the TPP site access road.

Impacts of Truck Traffic on State Highways. The increase of approximately 27 additional truck trips/day (peak construction delivery months) and 18 additional truck trips/day (average construction delivery months) on state highways in the TPP area is minor compared with existing truck traffic on these highways (refer to Table 8.10-2). The truck delivery traffic associated with the TPP represents a minimal increase in truck traffic along the proposed routes of travel along state highways. Consequently, the impact of truck traffic on state highways is considered less than significant.

Impacts of Truck Traffic on Local Roads. The increase of approximately 27 additional truck trips/day (peak construction delivery months) and 18 additional truck trips/day (average construction delivery months) on local roads in the TPP area is minor compared with existing truck traffic on local roads (refer to Table 8.10-3) and represents a minimal increase in truck traffic along the proposed routes of travel (i.e., Patterson Pass Road and W. Schulte Road). Due to the size and weight of some delivery trucks, the increase in truck traffic would contribute to wear on the roads and would increase the need for regular roadway maintenance. However, the increase in project-related roadway wear and tear is not considered significant.

Construction debris and small quantities of hazardous wastes will be generated during construction (see Section 8.13, Waste Management). During construction, a minimal number of truck trips per month would be required to haul waste for disposal. Transportation of hazardous materials to and from the TPP site would be conducted in accordance with California Vehicle Code Section 31300 et. seq., and with requirements specified in the San Joaquin County Hazardous Waste Management Plan (HWMP). Because the transport of hazardous wastes would be conducted in accordance with the relevant transportation regulations, no significant impact is expected.

During construction of the TPP, a small number of major (heavy/oversize) equipment components would be delivered to the site by rail. Rail deliveries would use the

Union Pacific rail corridor bordering the TPP site. The rail-delivered equipment will include two combustion turbines, two generators, and one main transformer. Because of the limited number of rail deliveries, no impacts to existing rail service or resources would occur.

8.10.3.3 Operations and Maintenance Phase Impacts

Impacts of Operation on State Highways and Local Roads. The TPP would require up to two operations personnel on site during each shift (two shifts per day, day and night), resulting in a total of up to four operations personnel travelling to the TPP site in a 24-hour period. It is assumed that each worker would generate two daily trips (one round trip between home and the TPP site). Therefore, up to eight vehicle trips per day would be generated as a result of the TPP. This minimal number of daily trips is considered insignificant with regard to potential traffic impacts upon local roadways and state highways.

There are minimal potential long-term impacts associated with the delivery of hazardous and nonhazardous materials to the TPP site and the hauling of waste generated during TPP operations. During the operation of the proposed TPP, a minimal number of hazardous materials deliveries would be made to the TPP site. The frequency and type of hazardous material truck deliveries to the TPP site include: one delivery every four days of aqueous ammonia; five deliveries each per year of nitric oxide and carbon monoxide; 12 deliveries per year of reverse osmosis anti-scalant; four deliveries per year of nitrogen gas; two deliveries each per year of sodium hydroxide and aluminum sulfate; one truck delivery each per year of: liquid carbon dioxide, diesel fuel, and combustion turbine generator water-wash soap; one delivery every 10 years of transformer insulation oil; and one delivery every 10 years of combustion turbine generator lube/hydraulic oil.

The anticipated travel routes for hazardous materials deliveries from San Joaquin and Contra Costa Counties are assumed to be along I-5, I-580 and I-205, following the same local street routing described above for the construction material delivery routes.

Some of the hazardous materials generated at the proposed TPP site during plant operations will be transported to a Class I landfill for disposal or transported off site for recycling. It is estimated that hazardous wastes generated at the site will be transported off site

for disposal about once every 90 days by licensed hazardous waste transporters. Overall, the number of transport trips would be minimal.

The traffic associated with the operation of the transmission line would be minimal and would be limited to preventive maintenance vehicles or repair vehicles required in the event of damage to the lines. The operations- and maintenance-related traffic generated by the TPP for the transmission line would be less than significant.

Impacts of Operation on Local Railroads. Facility operation is not anticipated to include any routine or periodic deliveries via local or regional railroads. Because any such deliveries would be nonroutine and limited, no adverse impacts to rail services would occur.

8.10.3.4 Cumulative Effects

As described above, the available capacity of the regional state routes serving the San Joaquin County area shows that the regional transportation system has ample capacity to accommodate the relatively minimal levels of traffic resulting from the proposed construction and operation of the TPP. There are no other known proposed projects planned or under construction whose workforce and/or material deliveries would concurrently travel the same state routes and local roadways. Therefore, no significant cumulative traffic impacts are expected in the proposed TPP project vicinity.

8.10.3.5 Potential Indirect Effects

The potential indirect effects of the TPP are effects that may result from the implementation of the project but are not directly related to the project itself. Operation of the TPP is not expected to indirectly result in or generate new growth or construction in the TPP project area that may result in impacts to transportation resources. Due to the limited number of personnel and material deliveries required for TPP operation, the TPP would not necessitate or result in demand for additional public transportation services, facilities, or infrastructure. Therefore, no potential indirect effects to transportation resources would result from the TPP.

8.10.4 Mitigation Measures

8.10.4.1 Construction Phase

Implementation of the TPP would add a minimal amount of temporary traffic to state routes and local roadways during the peak construction period. Because existing roadway capacity is adequate to accommodate these additional trips, these project-related traffic increases would not result in significant impacts. Therefore, no construction-related traffic mitigation measures are required for the TPP.

8.10.4.2 Operations and Maintenance Phase

The operations-related traffic associated with the TPP is minimal; state routes and local roadways have adequate capacity to accommodate operations-related traffic. Consequently, no operations-related mitigation measures are required for the TPP.

8.10.5 Involved Agencies and Contacts

Agency	Contact	Telephone
San Joaquin County Department of Public Works	Sukh Chahal, Traffic Engineer	(209) 468-3035

8.10.6 Compliance with Laws, Ordinances, Regulations, and Standards

Table 8.10-8 summarizes how the TPP project will comply with all applicable LORS pertaining to traffic and transportation.

Proposed conditions of certification are contained in Appendix K. These conditions are proposed in order to ensure compliance with applicable LORS and/or to reduce potentially significant impacts to less-than-significant levels.

8.10.7 References

California Department of Transportation (Caltrans), 1997. *1997 Route Segment Report*. Sacramento, CA

California Department of Transportation (Caltrans), 1999. *1998 Truck Volumes on the California State Highway System*. Sacramento, CA

California Department of Transportation (Caltrans), 2001. 2000 *Traffic Volumes on California State Highways*. Sacramento, CA

California Energy Commission (CEC), 1997. *Siting Regulations: Rules of Practice and Procedure and Power Plant Site Certification Regulations.* California Energy Commission.

Chahal, 2001. Personal communication with Sukh Chahal, Engineer, San Joaquin County Public Works Department. July 17, 2001.

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San Joaquin County and EMCON Associates, 1988. *1988 San Joaquin County Hazardous Waste Management Plan*. November 1988.

San Joaquin County Community Development Department, 2001. *San Joaquin County General Plan 2010 Circulation Element*. As amended, originally adopted July 29, 1992.

San Joaquin County Department of Public Works in association with Brady and Associates, 1994. *San Joaquin County Regional Bicycle Master Plan.* Adopted August 23, 1994 by San Joaquin Council of Governments.

Transportation Research Board (TRB), 1997. *Highway Capacity Manual.*

TABLES

Table 8.10-1
Relevant Objectives and Policies of the San Joaquin County General Plan Circulation Element

Relevant Objectives	Relevant Policies
Transportation Coordination with Land Use, Objective 1: To coordinate transportation and land use planning.	Policy 3: Transportation needs and access shall be considered when location land uses.
Roadways, Objective 1: To provide a roadway system that satisfies the needs in San Joaquin County for safe, efficient, convenient and reliable vehicle movement of people and goods through and within the County.	• Policy 6: Parcels to be developed in communities shown on the General Plan Map shall have frontage roads built to County standards. • Policy 7: Development shall provide all right-of-way and on-site road improvements necessary to serve the development and mitigate off-site traffic impacts triggered by the development. • Policy 8: On Minor Arterials and roadways of higher classification, the County shall maintain a Level of Service (LOS) no lower than "D" at all intersections and the following on the throughway: a) On State highways, LOS D. b) Within a city's sphere of influence, LOS D, or LOS C when the city plans for that level of service or better. c) On Mountain House Gateways, as defined in the Master Plan, LOS D. d) On other roads, LOS C. • Policy 9: The LOS for roadways shall be based on the average weekly peak-hour volume.
Bicycles, Objective 1: To provide a countywide system of bicycle facilities for safe and convenient transportation and recreation.	• Policy 2: New development shall include appropriate bicycle facilities: a) Adequate bicycle access shall be provided. b) Off-street shared pedestrian/bicycle paths shall be considered in large developments. c) Bicycle parking and/or storage facilities shall be provided in the following areas: convenience, neighborhood, and community commercial; employment centers; educational facilities; recreation facilities; and park and ride lots.
Goods Movement, Objective 1: To maintain the safe and efficient movement of commodities through and within the County.	• Policy 2: Traffic conflicts among automobiles, trucks, and trains shall be minimized.

Table 8.10-2
Current Traffic Characteristics of State Highways in the Project Area

Milepost *(County)*[a] / Location	Total # of Lanes	AADT[b]	Peak Hour Traffic (2-way)[b]	Annual Average Daily Truck Traffic[c]	% of Truck Traffic[c]	Peak-Hour Highway Capacity[d]	LOS
Interstate 580							
8.27 – 5.98 *(ALA)* Livermore, Greenville Rd. to North Flynn Rd.	8	117,000	9,000	11,000	9.4%	2,048	B
5.98 – 1.48 *(ALA)* North Flynn Rd. to Grant Line Rd.	8	117,000	9,000	11,000	9.4%	2,048	B
1.48 – 0.39 *(ALA)* Grant Line Rd. to I-205	8	112,000	8,600	14,000	12.5%	2,048	B
0.39 – 0.09 *(ALA)* I-205 to Alameda/San Joaquin Co. Line	4	28,500	2,850	4,700	16.5%	2,048	A
15.34 – approx. 13.5 *(SJ)* Alameda/San Joaquin Co. Line to Patterson Pass Rd.	4	28,500	2,850	4,700	16.5%	2,048	A
8.15 – 4.34 *(SJ)* Corral Hollow Rd. to SR-132	4	32.500	3,350	5,360	16.5%	2,048	A
4.34 – 0.0 *(SJ)* SR-132 to I-5 (begin Freeway)	4	19,100	2,000	4,010	21%	2,048	A
Interstate 205							
0.21 – 0.0 *(ALA)* I-580 to Alameda/San Joaquin Co. Line	5	83,000	5,100	16,600	20%	2,048	B
0.0 – 1.38 *(SJ)* Alameda/San Joaquin Co. Line to Patterson Pass Rd.	4	83,000	5,100	16,600	20%	2,048	C
1.38 – 3.37 *(SJ)* Patterson Pass Rd. to Old Route 50	4	90,000	5,500	18,000	20%	2,048	C
3.37 – 8.13 *(SJ)* Old Route 50 to MacArthur Dr.	4	81,000	4,650	9,320	11.5%	2,048	C
8.13 – 12.69 *(SJ)* MacArthur Dr. to I-5	4	82,000	8,100	9,430	11.5%	2,048	C

Table 8.10-2 (continued)
Current Traffic Characteristics of State Highways in the Project Area

Milepost *(County)*[a] / Location	Total # of Lanes	AADT[b]	Peak Hour Traffic (2-way)[b]	Annual Average Daily Truck Traffic[c]	% of Truck Traffic[c]	Peak-Hour Highway Capacity[d]	LOS
Interstate 5							
22.99 – 0.0 *(STA)* Ingram Creek (Howard Rd.) to Stanislaus/San Joaquin Co. Line	4	24,900	3,950	7,600	30.5%	2,048	B
0.0 – 0.63 *(SJ)* Stanislaus/San Joaquin Co. Line to I-580	4	24,900	3,950	6,920	27.8%	2,048	B
12.62 – 14.83 *(SJ)* I-205 to SR-120	6	125,000	10,100	28,000	22.4%	2,048	D
State Route 132							
0.0 – 3.24 *(SJ)* I-580 to I-5	4	15,000	1,650	2,420	16.1%	1,984	A

[a] ALA = Alameda County; SJ = San Joaquin County; STA = Stanislaus County

[b] 2000 Traffic Volumes on CA State Highways (Caltrans, 2001).

[c] 1998 Truck Volumes on CA State Highways (Caltrans, 1999). Percent of Truck Traffic = % of year 2000 AADT.

[d] Highway capacity values represent .maximum number of passenger car per hour per lane (pcphpl), based on a LOS D Maximum Service Flow Rate. Capacities calculated from the Highway Capacity Manual (TRB, 1997) using peak hour traffic, truck percentages, directional distributions (Caltrans, 1999) and lane counts from the 1997 Route Segment Report (Caltrans, 1997).

Table 8.10-3
San Joaquin County Roadway Segment Level of Service Definitions

LOS	Description
A	Free flow in which there is little or no restriction on speed or maneuverability.
B	Stable flow though operating speed is beginning to be restricted by other traffic.
C	Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.
D	Tolerable average operating speeds are maintained but are subject to considerable sudden variation.
E	Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.
F	Speeds and flow rates are below those attained in LOS E and may, for short time periods, drop to zero.

Source: San Joaquin County 1998 Regional Transportation Plan (RTP) Final EIR

Table 8.10-4
Existing Traffic Characteristics of Local Roadways
in the Immediate Vicinity of the GWF Tracy Peaker Project

Roadway / Location	Number of Lanes	AADT	Estimated Peak Hour Traffic (2-way)[a]	% of Truck Traffic in AADT	Peak Hour Roadway Capacity	LOS
Patterson Pass Road						
I-580 to Schulte Rd.	2 lane	5,000	500	50%	N/A	N/A
Schulte Rd. to I-205	2 lane	5,000	500	50%	N/A	N/A
W. Schulte Road						
Patterson Pass Rd. to Delta-Mendota Canal/Hansen Rd.	4 lane	7,500	750	50%	N/A	N/A
Delta-Mendota Canal/Hansen Rd. to TPP access road	2 lane	7,500	750	50%	N/A	N/A
TPP access road to Lammers Rd.	2 lane	7,500	750	50%	N/A	N/A
Lammers Road						
Schulte Rd. to Valpico Rd.	2 lane	2,500	250	3%	N/A	N/A
Valpico Road						
Lammers Rd. to Corral Hollow Rd.	2 lane	2,000	200	3%	N/A	N/A
Corral Hollow Road						
Valpico Rd. to I-580	2 lane	6,000	600	3%	N/A	N/A

Source: Sukh Chahal, San Joaquin County Community Development Department, 2001
N/A = Not Available
[a] Actual peak hour traffic volumes not available. Peak hour volumes assumed to be 10% of AADT.

Table 8.10-5
Active Construction Period – Daily Workforce Distribution

Worker (Vehicle) Origin	Distribution of Workforce	Daily Average Workforce[a]	Peak Period Workforce[b]
West of TPP Site via I-580	50%	57	89
North and East of TPP Site via I-205 from I-5	25%	28	45[c]
South and East of TPP Site via I-580 from I-5 and SR-132	25%	28	44[c]
Total	**100%**	**113**	**178**

[a] The daily average workforce is based on an average of months 1–3 and 5–7 of the seven month active construction period.

[b] The peak workforce is based on month four of the seven month active construction period.

[c] Number difference due to rounding.

Table 8.10-6
Active Construction Period – Daily Workforce Vehicle Trip Generation[a]

		Daily Average Workforce		***Peak Period Workforce***	
Origin/Destination of Worker Trips	**Trip Distribution**	**Peak Hour (One-way) Trips**	**Total Daily (Two-way) Trips**	**Peak Hour (One-way) Trips**	**Total Daily (Two-way) Trips**
West of TPP Site via I-580	50%	51	102	80	160
North and East of TPP Site via I-205/I-5	25%	25.5	51	40	80
South and East of TPP Site via I-580/ I-5/SR-132	25%	25.5	51	40	80
Total	**100%**	**102**	**204**	**160**	**320**

[a] This analysis assumes: 80% of workforce will drive alone, making 2 one-way trips/worker/day (a two-way round trip between home and project site); and 20% of workforce will carpool with each other (2 workers/vehicle), with each carpool duo making 2 one-way trips/*every 2 workers*/day (a two-way round trip between home and project site).

Table 8.10-7
Distribution of Active Construction Period Workforce Traffic on State Highways and Local Roadways in the Project Vicinity

	Existing Conditions		Daily Average Construction Period		Peak Construction Period		
Milepost *(County)*[a] / Location	Peak Hour Traffic[b]	LOS	TPP Project Peak Hour Vehicle Trips	Peak Hour Traffic % Increase	TPP Project Peak Hour Vehicle Trips	Peak Hour Traffic % Increase	LOS with Project
Interstate 580							
8.27 – 5.98 *(ALA)* Livermore, Greenville Rd. to North Flynn Rd.	9,000	B	51	<1%	80	<1%	B
5.98 – 1.48 *(ALA)* North Flynn Rd. to Grant Line Rd.	9,000	B	51	<1%	80	<1%	B
1.48 – 0.39 *(ALA)* Grant Line Rd. to I-205	8,600	B	51	<1%	80	<1%	B
0.39 – 0.09 *(ALA)* I-205 to Alameda/San Joaquin Co. Line	2,850	A	26	<1%	40	1.4%	A
15.34 – approx. 13.5 *(SJ)* Alameda/San Joaquin Co. Line to Patterson Pass Rd.	2,850	A	26	<1%	40	1.4%	A
8.15 – 4.34 *(SJ)* Corral Hollow Rd. to SR-132	3,350	A	26	<1%	40	1.2%	A
4.34 – 0.0 *(SJ)* SR-132 to I-5 (begin Freeway)	2,000	A	13	<1%	20	1%	A
Interstate 205							
0.21 – 0.0 *(ALA)* I-580 to Alameda/San Joaquin Co. Line	5,100	B	26	<1%	40	<1%	B
0.0 – 1.38 *(SJ)* Alameda/San Joaquin Co. Line to Patterson Pass Rd.	5,100	C	26	<1%	40	<1%	C
1.38 – 3.37 *(SJ)* Patterson Pass Rd. to Old Route 50	5,500	C	26	<1%	40	<1%	C
3.37 – 8.13 *(SJ)* Old Route 50 to MacArthur Dr.	4,650	C	26	<1%	40	<1%	C
8.13 – 12.69 *(SJ)* MacArthur Dr. to I-5	8,100	C	26	<1%	40	<1%	C

Table 8.10-7 (continued)
Distribution of Active Construction Period Workforce Traffic on State Highways and Local Roadways in the Project Vicinity

	Existing Conditions		Daily Average Construction Period		Peak Construction Period		
Milepost *(County)*[a] / Location	Peak Hour Traffic[b]	LOS	TPP Project Peak Hour Vehicle Trips	Peak Hour Traffic % Increase	TPP Project Peak Hour Vehicle Trips	Peak Hour Traffic % Increase	LOS with Project
Interstate 5							
22.99–0.0 *(STA)* Ingram Creek (Howard Rd.) to Stanislaus/San Joaquin Co. Line	3,950	B	20	<1%	32	<1%	B
0.0 – 0.63 *(SJ)* Stanislaus/San Joaquin Co. Line to I-580	3,950	B	20	<1%	32	<1%	B
12.62 – 14.83 *(SJ* I-205 to SR-120	10,100	D	26	<1%	40	<1%	D
State Route 132							
0.0 – 3.24 *(SJ)* I-580 to I-5	1,650	A	6	<1%	8	<1%	A
Patterson Pass Road							
I-580 to Schulte Rd.	750	N/A	25	3.3%	40	5.3%	N/A
Schulte Rd. to I-205	750	N/A	51	6.8%	80	10.7%	N/A
W. Schulte Road							
Patterson Pass Rd. to Delta-Mendota Canal/Hansen Rd.	750	N/A	77	10.3%	120	16%	N/A
Delta-Mendota Canal/Hansen Rd. to TPP access road	750	N/A	77	10.3%	120	16%	N/A
TPP access road to Lammers Rd.	750	N/A	25	3.3%	40	5.3%	N/A
Lammers Road							
Schulte Rd. to Valpico Rd.	250	N/A	25	10%	40	16%	N/A
Valpico Road							
Lammers Rd. to Corral Hollow Rd.	200	N/A	25	12.5%	40	20%	N/A
Corral Hollow Road							
Valpico Rd. to I-580	600	N/A	25	4.2%	40	6.7%	N/A

[a] ALA = Alameda County; SJ = San Joaquin County; STA = Stanislaus County

[b] 2000 Traffic Volumes on CA State Highways (Caltrans, 2001). Volumes are two-way total traffic along highway/roadway segment. Existing peak hour traffic volumes for local county-maintained roadways (nonstate highways) are estimates (estimated volumes assumed to be 10% of current AADT). Actual peak hour traffic counts for local roadways are not available.

N/A = Not Available

Table 8.10-8
Compliance With Laws, Ordinances, Regulations, and Standards

Authority	Administering Agency	Requirements	Compliance
49 CFR, Chapter II, Subchapter C and Chapter III, Subchapter B	U.S. Department of Transportation and California Department of Transportation (Caltrans)	Requires proper handling and storage of hazardous materials during transportation.	Project and transportation will comply with all standards for the transportation of hazardous materials.
CA Vehicle Code Section 35780; CA Streets & Highways Code Sections 660–711; 21 CCR 1411.1–1411.6	Caltrans	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Transportation permits will be obtained by transporters for all overloads, as required.
CA Streets & Highways Code Sections 117, 660–711	Caltrans	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Encroachment permits will be obtained by transporters, as required.
CA Vehicle Code Section 31300 et seq.	Caltrans	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Transporters will comply with standards for transportation of hazardous materials on state highways during construction and operations.
San Joaquin County General Plan Circulation Element	San Joaquin County Community Development Department	Specifies long-term planning goals and procedures for transportation infrastructure system quality in San Joaquin County.	Project will comply with goals and policies for county transportation system.
San Joaquin County Hazardous Waste Management Plan	San Joaquin County Community Development Department	Specifies goals for the safe and effective transfer of hazardous wastes through the county.	Transporters will comply with standards for transportation of hazardous materials on county-maintained local roadways and state highways during construction and operations.

CCR = California Code of Regulations
CFR = Code of Federal Regulations

FIGURES

Figure 8.10-1. Regional Map – Regional View of State Routes and Major Local Roadways in the GWF Tracy Peaker Project Area (San Joaquin County and Surrounding Counties)

Figure 8.10-2. Local Vicinity Map - State Routes and Local Roadways in the Immediate Vicinity of the GWF Tracy Peaker Project